

BookletChart™



Baker, Noyes, and Lulu Islands and Adjacent Waters

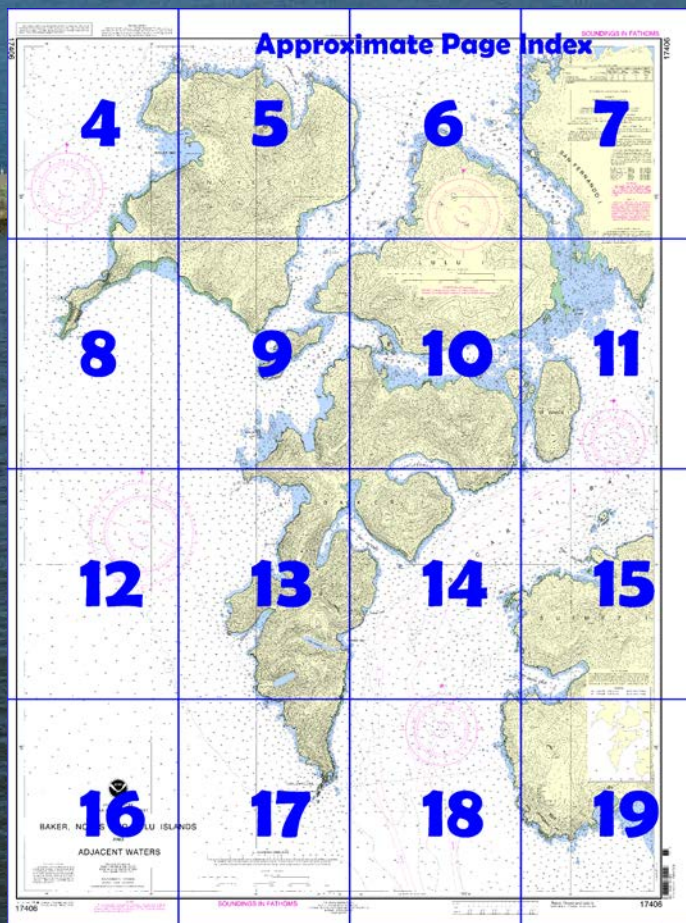
NOAA Chart 17406

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17406>.



(Selected Excerpts from Coast Pilot)

Cape Bartolome Light (55°13'50"N., 133°36'56"W.), 158 feet above the water and shown from a skeleton tower with a red and white diamond-shaped daymark on the S end of one of the islets S of Cape Bartolome, marks the entrance to Bucareli Bay.

Cape Bartolome, the S extremity of Baker Island, has several storm-swept islets, some partly wooded, off the main shore. The southernmost wooded islet, 300 feet

high, slightly higher than those close to the cape, shows prominently from offshore. The cape rises rather sharply. A small rounded peak, 2 miles N from the cape, with higher peaks on either side, shows

prominently when other peaks are clouded. In rounding the cape, the outer wooded islet should be given a berth of about 1 mile. A shoal with a least depth of 2½ fathoms is about 0.5 mile E of Cape Bartolome Light. The rocks and cliffs NW of Cape Bartolome are black, while those SE are whitish gray; it is reported that this characteristic is of assistance in identifying the locality when making the coast in thick weather.

Baker Island, forming the W side of the S end of Bucareli Bay, is cut up by numerous bays and inlets. The shore along the outer coast is precipitous and marked by ragged ledges and deep clefts. The interior is rugged, mountainous, and generally wooded.

Fortaleza Bay, on the W side of Bucareli Bay, about 4.5 miles N of Cape Bartolome, is a small open deepwater bight. **Lake Fortaleza**, with an elevation of about 12 feet, empties into the bay. **Thimble Cove**, about 0.8 mile N of Fortaleza Bay, is a small exposed bight with bare rocks and rocks awash that extend nearly across the entrance from the S shore.

Port San Antonio, on the W side of Bucareli Bay, about 6.5 miles N of Cape Bartolome, has two arms at the head, one that extends in a NNE and the other in a SSW direction. The midchannel is clear, but a shoal with rocks that uncovers 7 feet is about 0.3 mile WSW from **Point San Roque** the N point at the entrance. Depths in the bay decrease from 35 fathoms at the entrance to about 8 fathoms at the head. Small craft can find anchorage in the N arm in 5 to 7 fathoms, and in the S arm in 10 fathoms, mud bottom. The N arm has a low shoreline with gravel beach.

Port Asumcion, on the W side of Bucareli Bay, 9 miles NNE of Cape Bartolome, offers protected anchorage in 12 to 21 fathoms, sand bottom, near its head. Entrance to the bay should be made from the SE staying close to midchannel with care taken to avoid the dangerous rock 0.25 mile NE of **Point Cosinas** at 55°21'58"N., 133°30'17"W. The anchorage is known to have winds up to 10 knots higher than surrounding areas, particularly if winds are out of the W or E; caution should be used when choosing to anchor in the bay. The midchannel is clear.

Cape Felix (55°12.7'N., 133°25.9'W.) is at the SW end of Suemez Island. The depths off the cape are comparatively regular and good, but, to the E, foul ground extends about 0.7 mile offshore. Cliffs well up on the mountain side, and a steep light-colored cliff a little to the NE of the cape, are the most prominent landmarks. NE of the cape is a small section of a cliff of columnar formation, somewhat unusual for this section of Alaska. From the cape the shoreline trends in a N direction, forming the E side of Bucareli Bay.

Port Santa Cruz is on the E side of Bucareli Bay 4.5 miles N of Cape Felix. The N shore is steep and rocky, with detached rocks close-to, whereas the rest of the shoreline is generally low, with rocky, gravel, or sand beaches. **Labandera Rock**, a kelp-marked submerged rock covered 2¾ fathom, is midway between **Point Rosary** and **Point San Jose**, the two points at the entrance. A rock that bares at low water is about 0.7 mile ENE from Point Rosary and 250 yards off the islet fronting **Point Isleta**. With a moderate swell, the breakers on this rock can frequently be seen at night.

In entering, round Point Rosary or Point San Jose at a distance of 0.2 mile and head for the point on the N side of the bay 1 mile inside the entrance. Round this point at a distance of 300 yards and select anchorage as desired in 12 to 17 fathoms, mud bottom. Anchorage with more swinging room may be had to the S of the point in 17 to 19 fathoms, mud bottom. The channel to the N of Labandera Rock is preferable.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau

Commander
17th CG District
Juneau, Alaska

(907) 463-2000

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

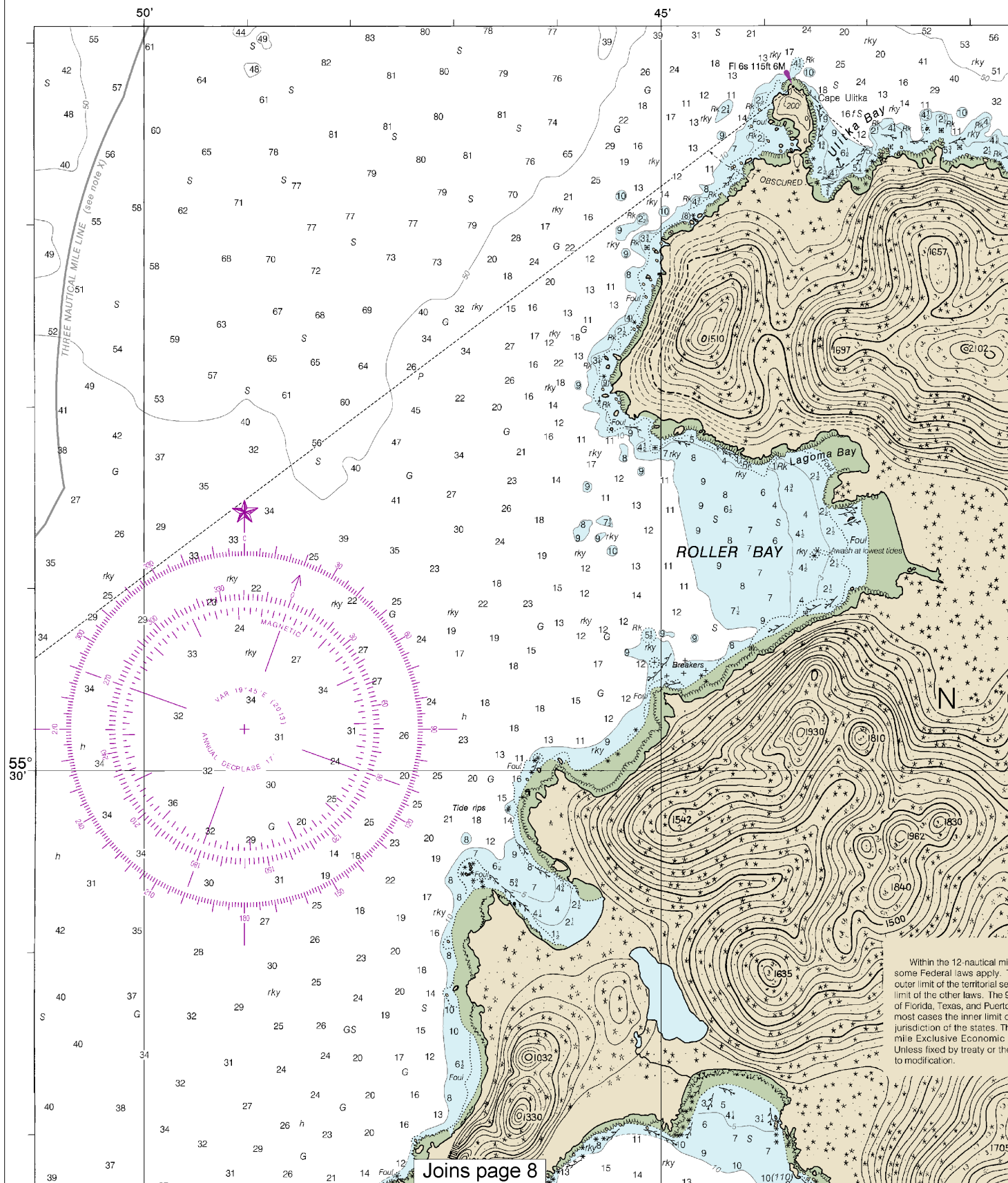
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

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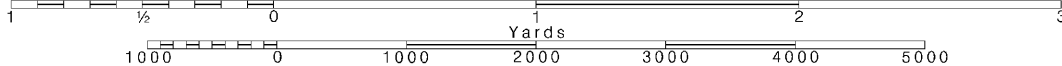
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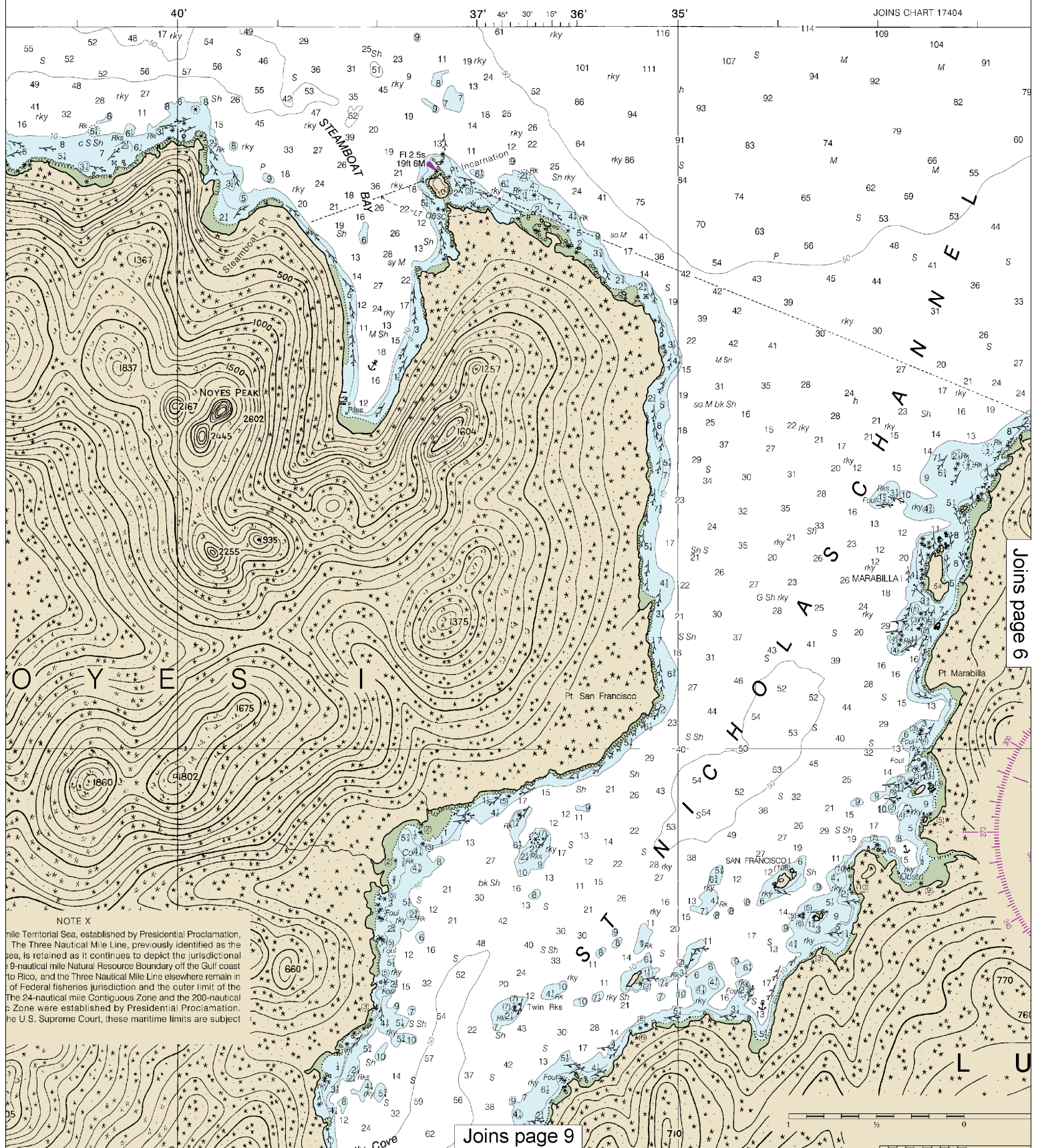
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

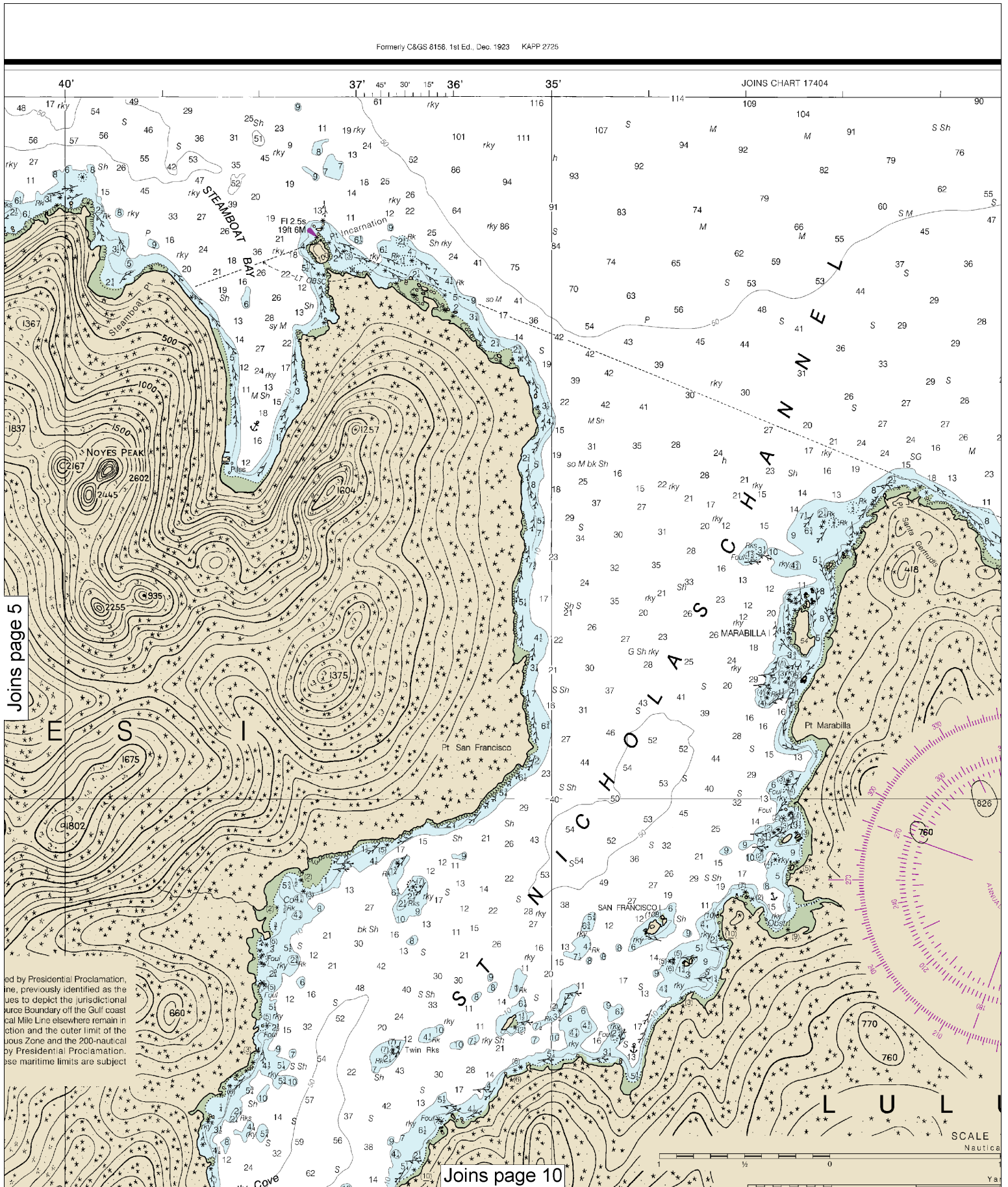
SCALE 1:40,000
Nautical Miles

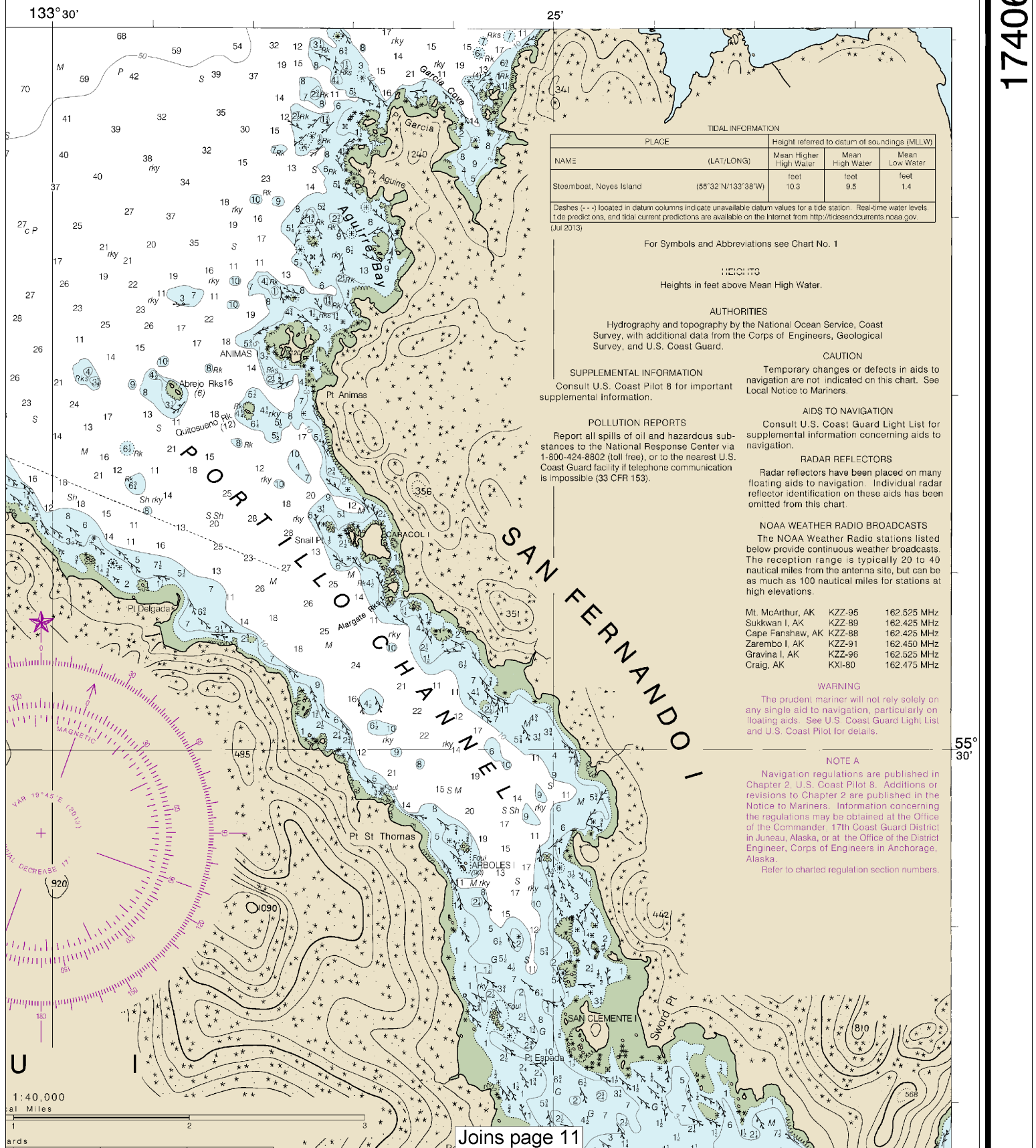
See Note on page 5.

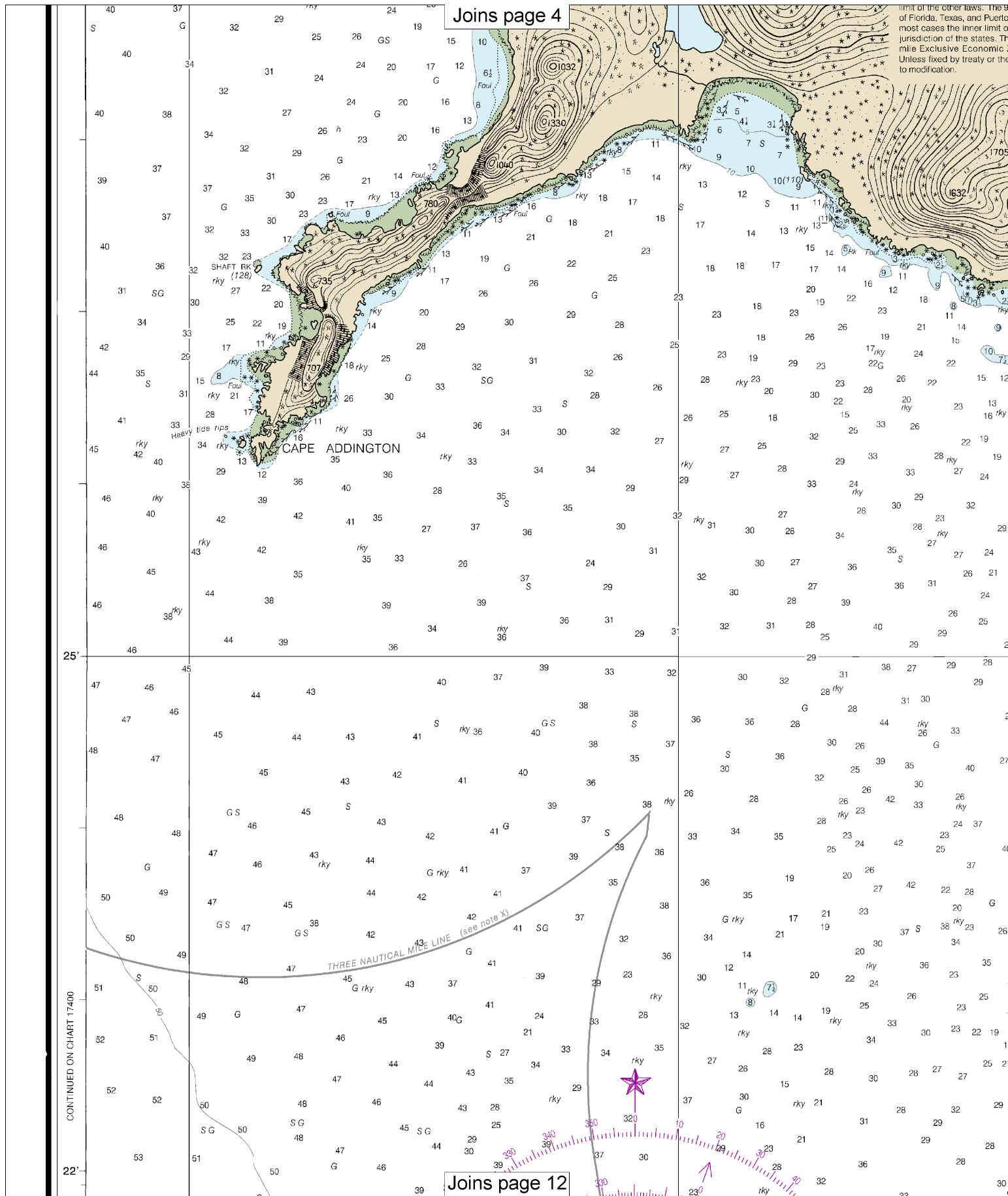




This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.





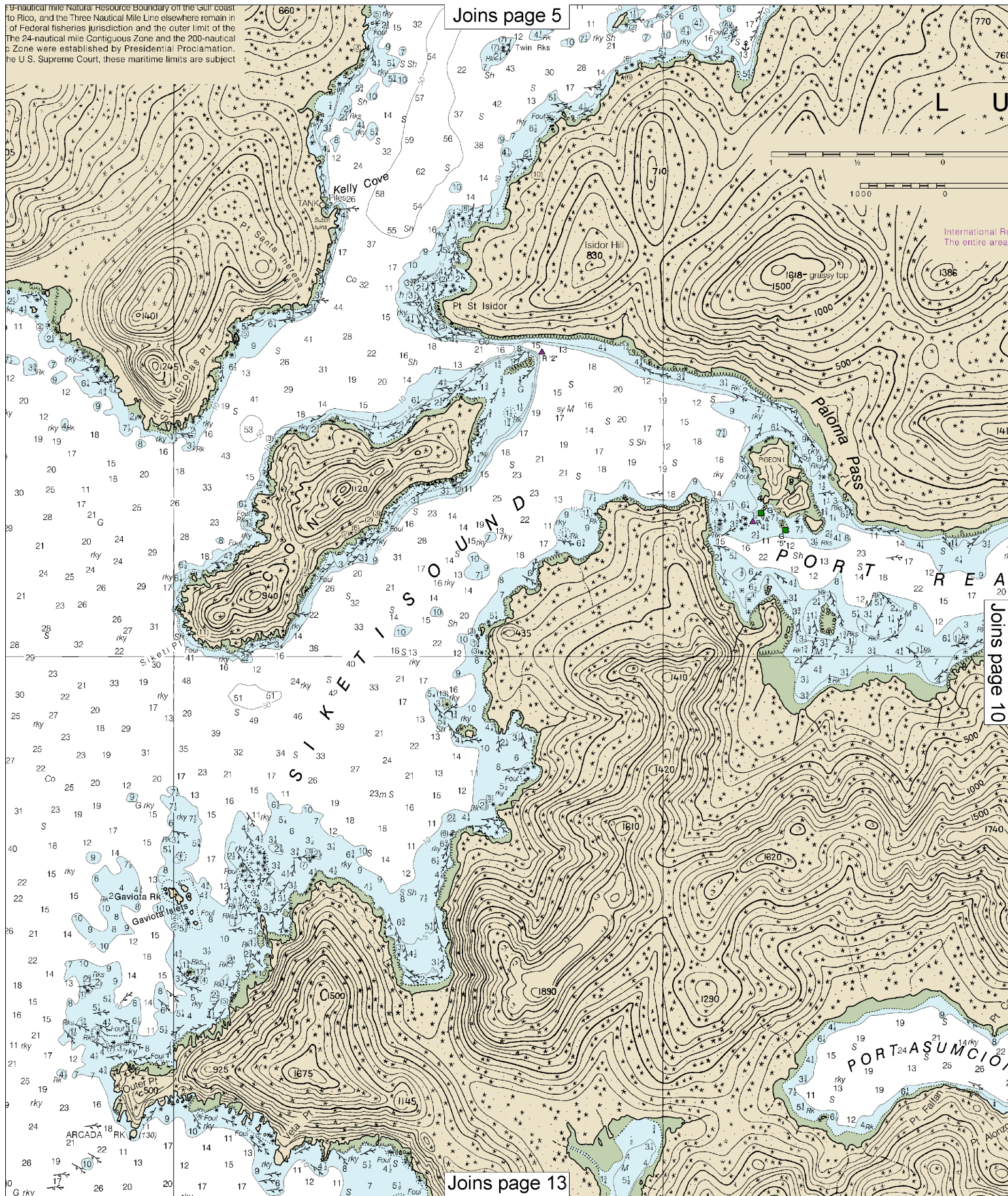


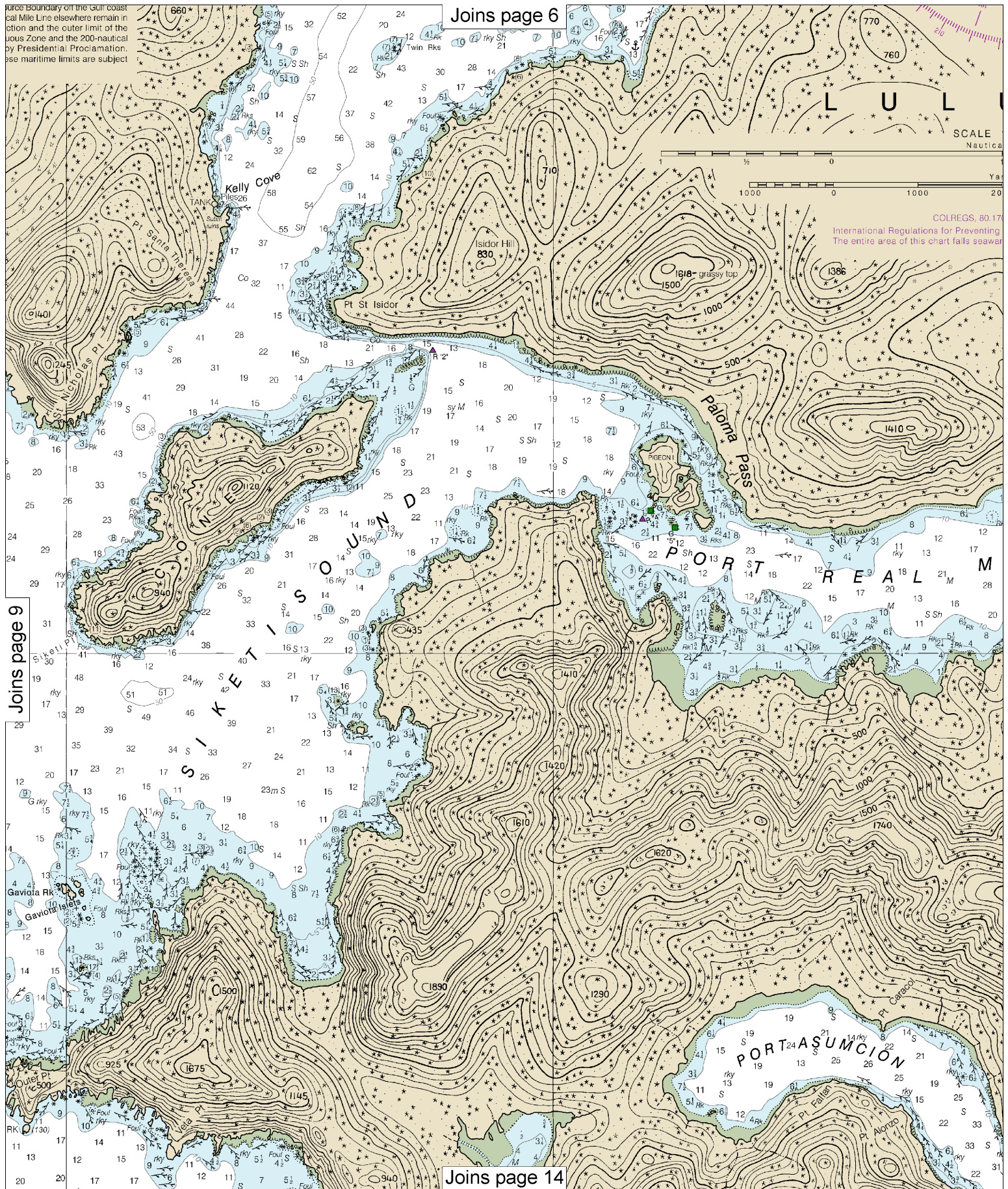
limit of the other laws. The 9 of Florida, Texas, and Puerto most cases the inner limit of jurisdiction of the states. The mile Exclusive Economic. Unless fixed by treaty or the to modification.

8

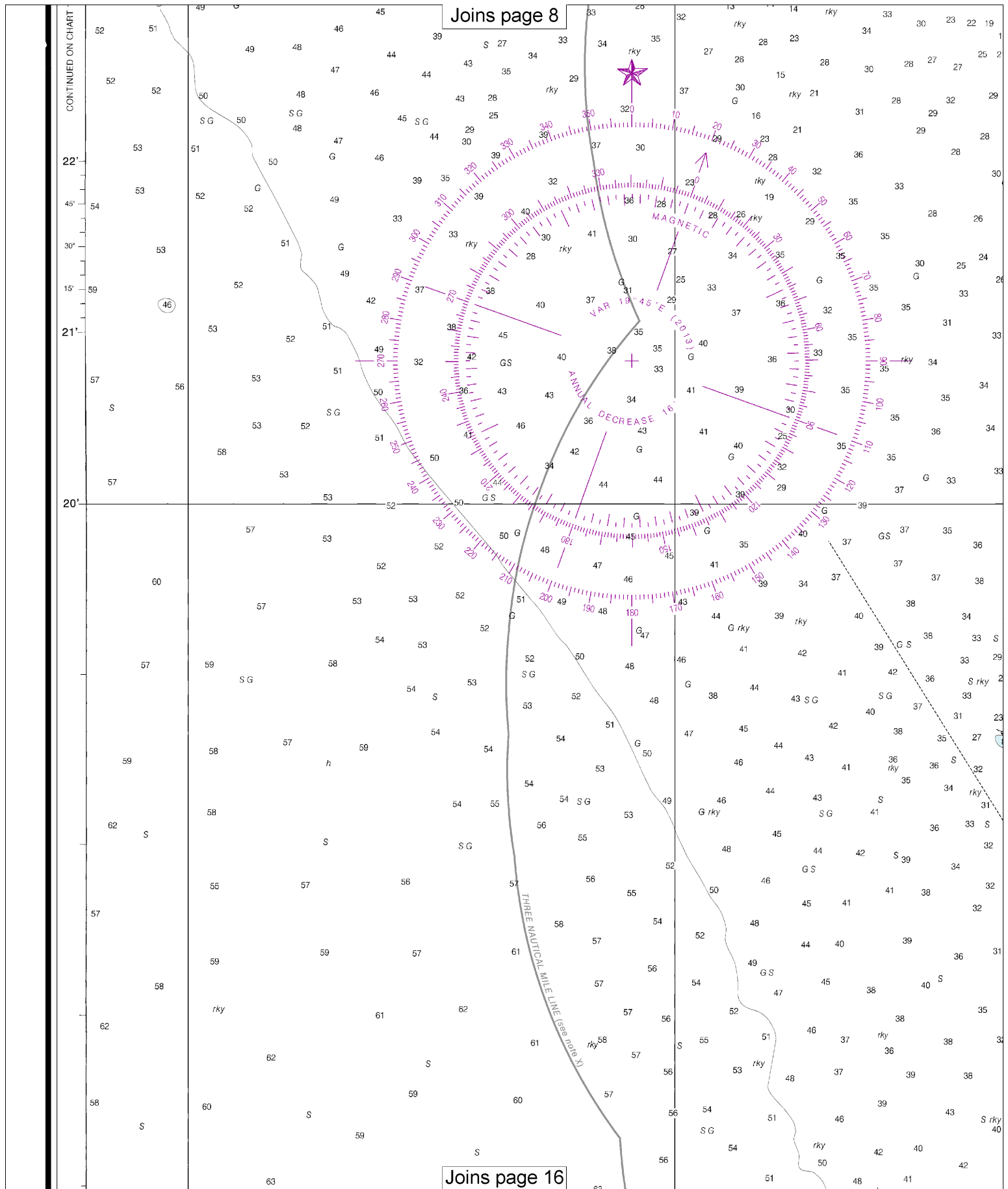
19-nautical mile Natural Resource Boundary on the Gulf coast to Rico, and the Three Nautical Mile Line elsewhere remain in of Federal fisheries jurisdiction and the outer limit of the 24-nautical mile Contiguous Zone and the 200-nautical Zone were established by Presidential Proclamation. The U.S. Supreme Court, these maritime limits are subject

Joins page 5





10



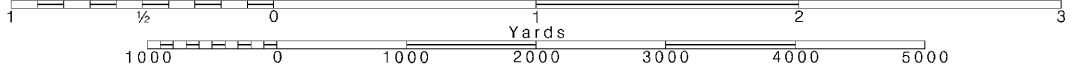
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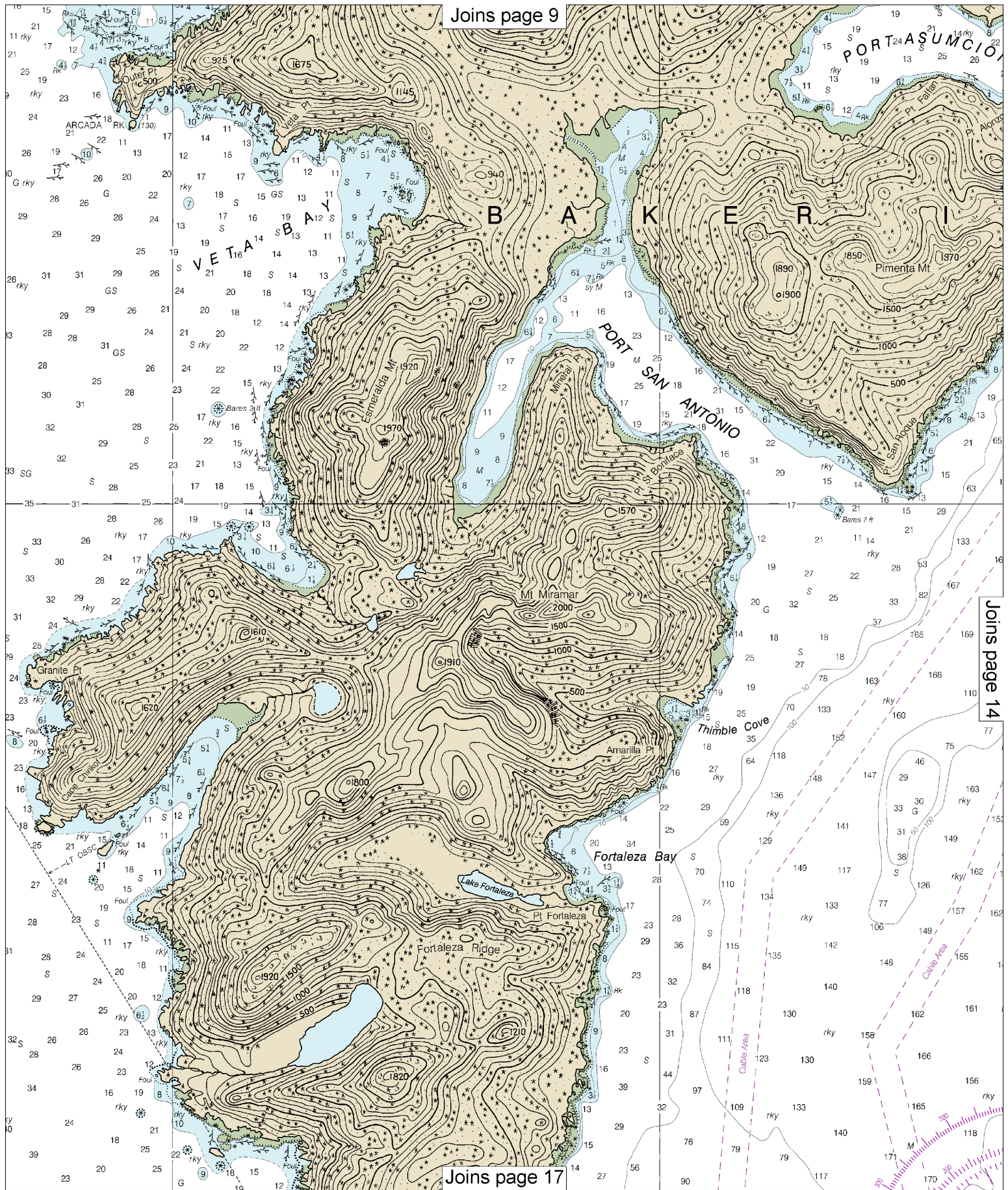
Note: Chart grid lines are aligned with true north.

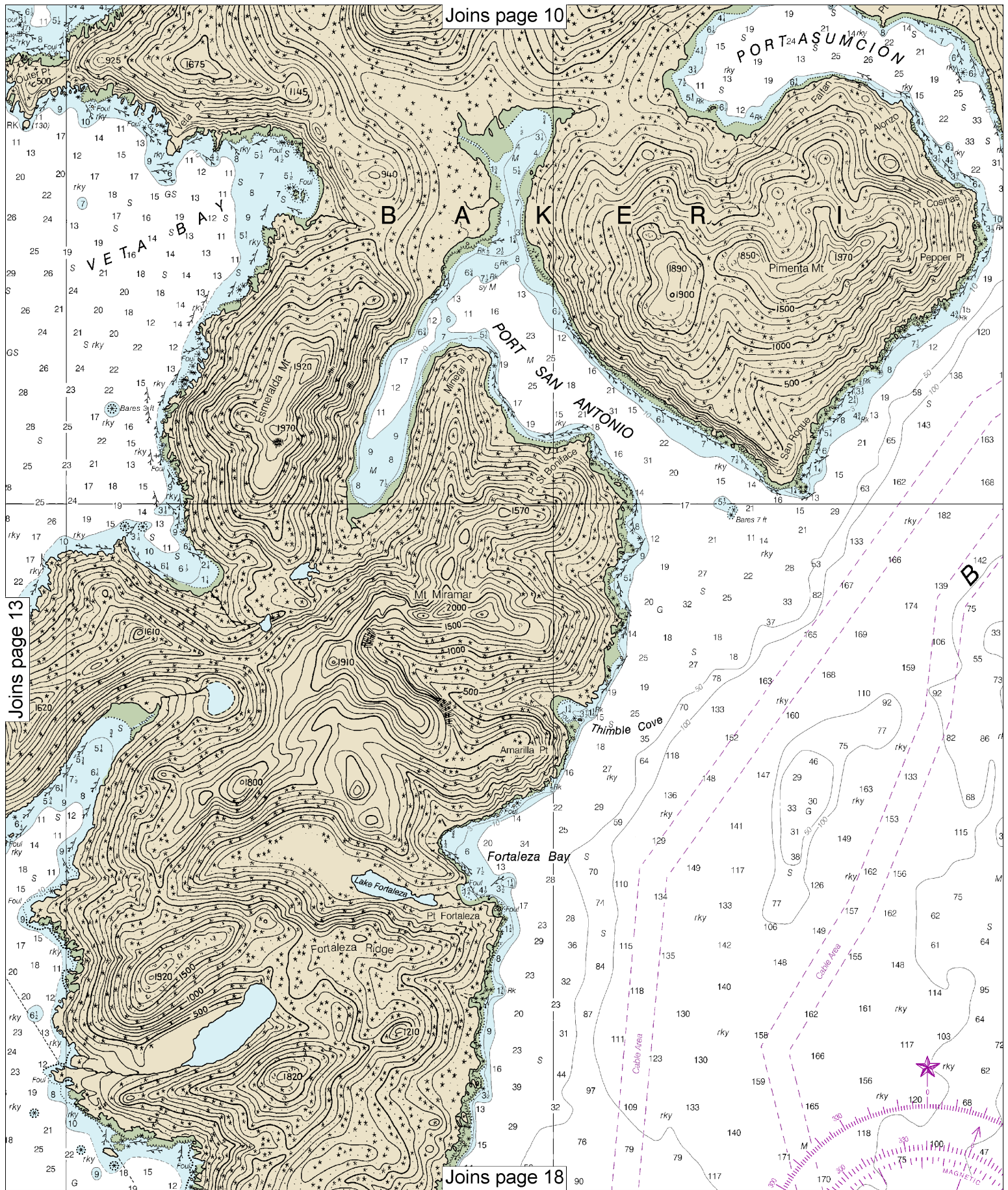
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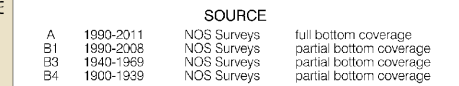
SCALE 1:40,000
Nautical Miles

See Note on page 5.









55°
15'



UNITED STATES
ALASKA - SOUTHEAST COAST

BAKER, NOYES AND LULU ISLANDS AND ADJACENT WATERS

Mercator Projection
Scale 1:40,000 at Lat. 55°22'

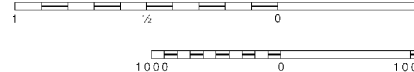
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.260" southward and 6.069" westward to agree with this chart.



8th Ed., Oct. / 13

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CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 10/28/2013. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

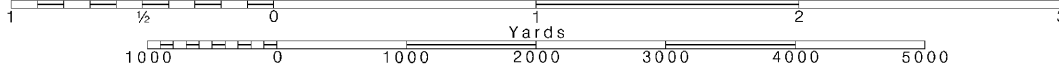
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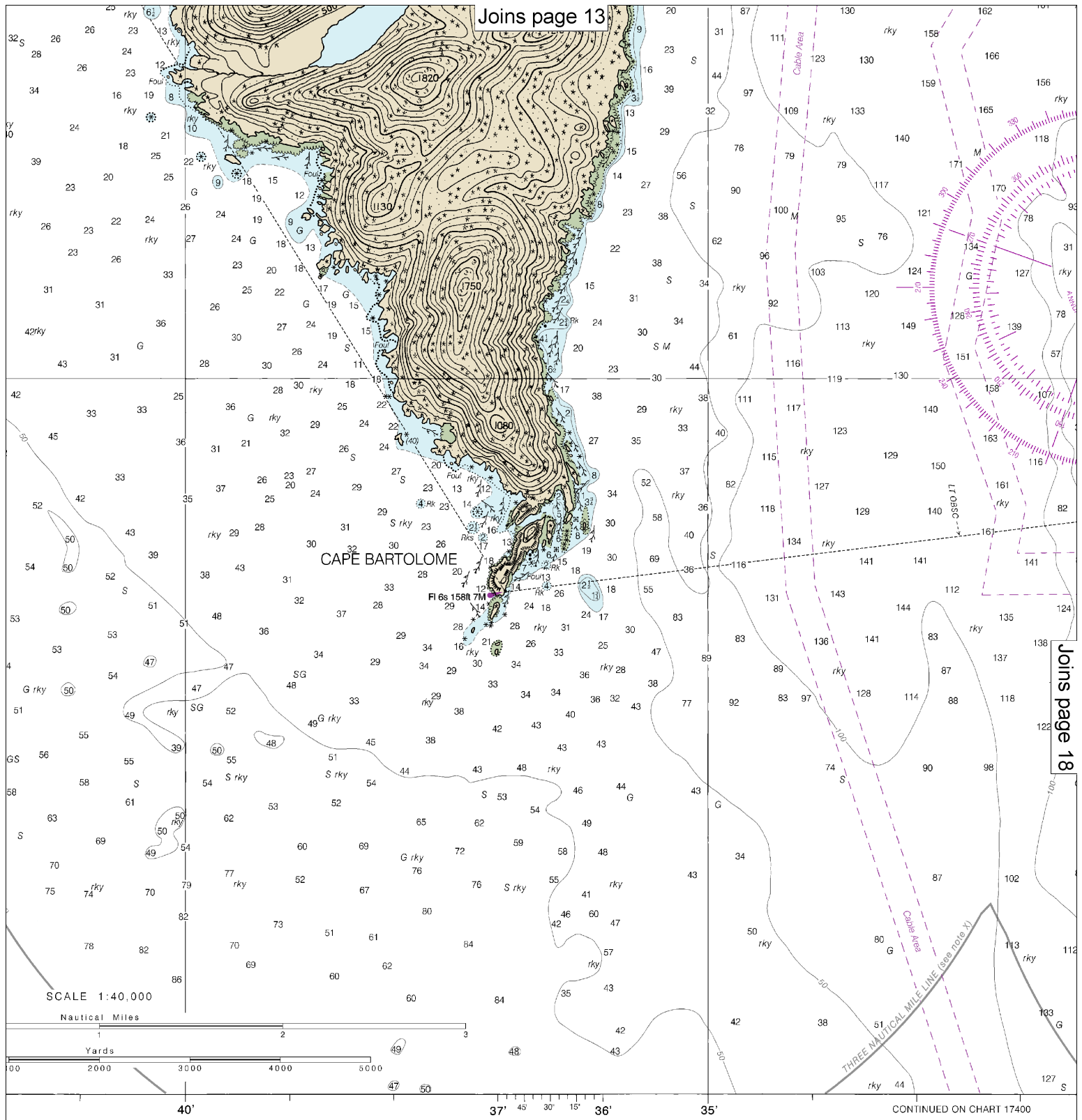
Note: Chart grid lines are aligned with true north.

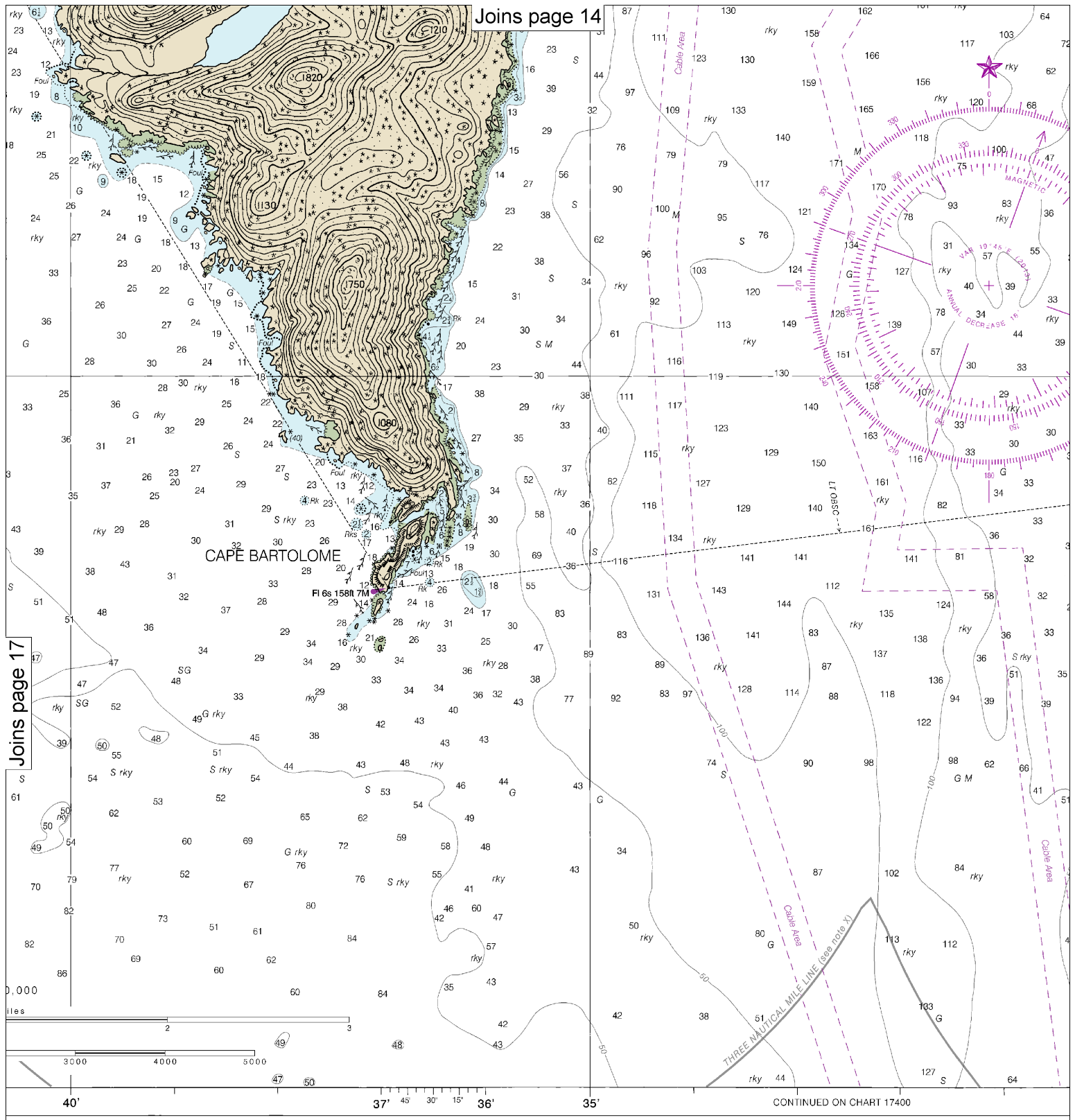
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

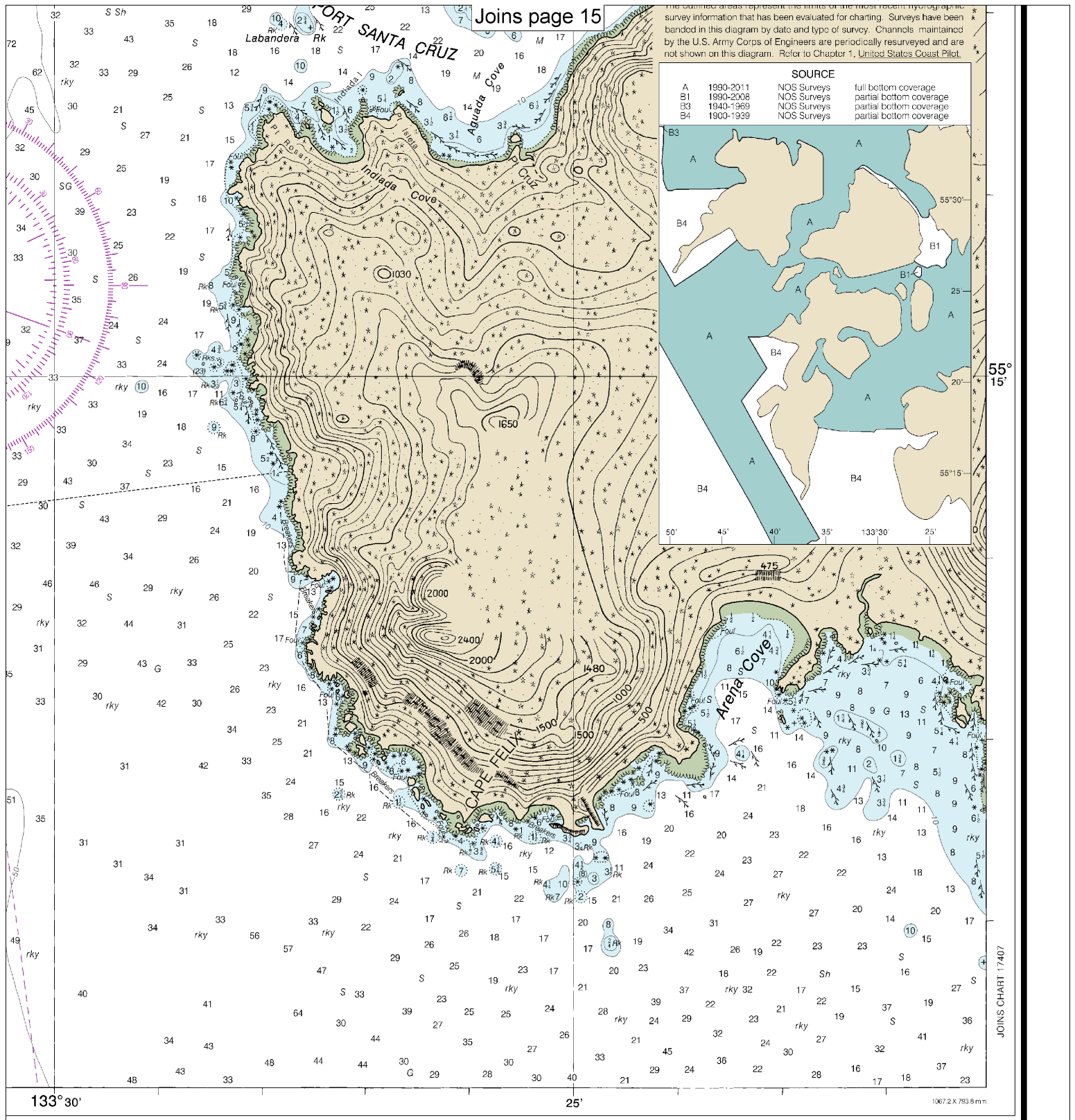






NGS IN FATHOMS

U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY



| FATHOMS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---------|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| FEET | 6 | 12 | 18 | 24 | 30 | 36 | 42 | 48 | 54 | 60 | 66 | 72 | 78 | 84 | 90 | 96 | 102 |
| METERS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |

Baker, Noyes and Lulu Is.
SOUNDINGS IN FATHOMS - SCALE 1:40,000

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VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

| | | |
|---|---|---|
| Nautical chart related products and information | — | http://www.nauticalcharts.noaa.gov |
| Interactive chart catalog | — | http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml |
| Report a chart discrepancy | — | http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx |
| Chart and chart related inquiries and comments | — | http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs |
| Chart updates (LNM and NM corrections) | — | http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html |
| Coast Pilot online | — | http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm |
| Tides and Currents | — | http://tidesandcurrents.noaa.gov |
| Marine Forecasts | — | http://www.nws.noaa.gov/om/marine/home.htm |
| National Data Buoy Center | — | http://www.ndbc.noaa.gov/ |
| NowCoast web portal for coastal conditions | — | http://www.nowcoast.noaa.gov/ |
| National Weather Service | — | http://www.weather.gov/ |
| National Hurricane Center | — | http://www.nhc.noaa.gov/ |
| Pacific Tsunami Warning Center | — | http://ptwc.weather.gov/ |
| Contact Us | — | http://www.nauticalcharts.noaa.gov/staff/contact.htm |



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.